

§ 167.250

Latitude	Longitude
36°50.33' N	75°46.29' W.
36°52.90' N	75°51.52' W.
36°55.96' N	75°54.97' W.

(b) A separation line connects the following geographical positions:

Latitude	Longitude
36°55.11' N	75°55.23' W.
36°52.35' N	75°52.12' W.
36°49.70' N	75°46.80' W.

(c) A separation line connects the following geographical positions:

Latitude	Longitude
36°49.52' N	75°46.94' W.
36°52.18' N	75°52.29' W.
36°54.97' N	75°55.43' W.

(d) A separation line connects the following geographical positions:

Latitude	Longitude
36°54.44' N	75°56.09' W.
36°51.59' N	75°52.92' W.
36°48.87' N	75°47.42' W.

(e) A traffic lane for inbound traffic is established between the separation lines described in paragraphs (a) and (b) of this section.

(f) A traffic lane for outbound traffic is established between the separation lines described in paragraphs (c) and (d) of this section.

(g) A deep-water route is established between the separation lines described in paragraphs (b) and (c) of this section. The following vessels should use the deep-water route established in paragraph (g) of this section when bound for Chesapeake Bay from sea or to sea from Chesapeake Bay:

(1) Deep draft vessels (drafts greater than 13.5 meters/45 feet in fresh water); and

(2) Naval aircraft carriers.

(h) It is recommended that a vessel using the deep-water route established in paragraph (g) of this section—

(1) Announce its intention on VHF-FM Channel 16 as it approaches Chesapeake Bay Southern Approach Lighted Whistle Buoy CB on the south end, or Chesapeake Bay Junction Lighted Buoy CBJ on the north end of the route;

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(2) Avoid, as far as practicable, overtaking other vessels operating in the deep-water route; and

(3) Keep as near to the outer limit of the route which lies on the vessel's starboard side as is safe and practicable.

(i) Vessels other than those listed in paragraph (d) of this section should not use the deep-water route.

[USCG–2010–0718, 75 FR 77535, Dec. 13, 2010]

§ 167.250 In the approaches to the Cape Fear River: General.

The traffic separation scheme (TSS) in the approaches to the Cape Fear River consists of two parts: A precautionary area and a TSS. The specific areas in the approaches to Narragansett Bay, RI, and Buzzards Bay, MA, are described in §§ 167.251 and 167.252. The geographic coordinates in §§ 167.251 and 167.252 are defined using North American Datum 1983 (NAD 83), which is equivalent to WGS 1984 datum.

[USCG–2010–0718, 75 FR 77535, Dec. 13, 2010]

§ 167.251 In the approaches to the Cape Fear River: Precautionary area.

A precautionary area is established bounded by a line connecting the following geographical positions: from 33°47.65' N, 78°04.78' W; to 33°48.50' N, 78°04.27' W; to 33°49.53' N, 78°03.10' W; to 33°48.00' N, 78°01.00' W; to 33°41.00' N, 78°01.00' W; to 33°41.00' N, 78°04.00' W; to 33°44.28' N, 78°03.02' W; then by an arc of 2 nautical miles radius, centered at 33°46.03' N, 78°05.41' W; then to the point of origin at 33°47.65' N, 78°04.78' W.

[USCG–2010–0718, 75 FR 77535, Dec. 13, 2010]

§ 167.252 In the approaches to the Cape Fear River: Traffic separation scheme.

(a) A traffic separation zone is established bounded by a line connecting the following geographical positions:

Latitude	Longitude
33°44.94' N	78°04.81' W.
33°32.75' N	78°09.66' W.
33°34.50' N	78°14.70' W.
33°45.11' N	78°04.98' W.